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recommended to the thoughtful consumer. They are a real contribution where trustworthy statistics have been entirely lacking.

SARAH S. W. WALDEN.

NEW BOOKS

BARBER, H. L. *Story of the automobile; its history and development from 1760 to 1917, with an analysis of the standing and prospects of the automobile industry.* (Chicago: Munson & Co. 1917. Pp. 48.)

WEEKS, L. H. *A history of paper manufacturing in the United States, 1690-1916.* (New York: Lockwood Trade Journ. Co. 1917. Pp. 352. \$3.)

WUPPERMAN, H. *The enameled ware industry of Germany.* (New York: Printed by Froman & Hacker. 1917. Pp. 93.)

Abstract of the census of manufactures, 1914. (Washington: Bureau of the Census. 1917. Pp. 722.)

Transportation and Communication

The Kentucky River Navigation. By MARY VERHOEFF. Filson Club Publications, No. 28. (Louisville: John P. Morton and Company, Publishers to the Filson Club. 1917. Pp. 257. \$3.50.)

This volume makes a twofold contribution to the industrial history of the West; first, as a study of the commercial development of the country tributary to the Kentucky River; and second, as a critique of the policy of river improvement as applied to that stream. The commerce of the river is studied mainly from the point of view of river improvement. The leading topics discussed in the volume are: (1) river improvement; (2) river commerce; (3) relation of commercial growth to river improvement; and (4) mountain traffic in relation to river improvement.

During the régime of state activity, which extended to 1880, various methods were employed to secure funds for the work, including improvement by companies chartered by the legislature, and appropriations by the state itself. The author is of the opinion that financially this work was a failure (p. 30). From 1880 to 1906, the federal government appropriated over \$4,100,000 for the improvement of the Kentucky, but no permanent increase in the traffic of the river resulted (p. 36).

With reference to the relation of river commerce to the development of the tributary country, the author points out that as soon as rough trails were sufficiently improved to accommodate pack-